

The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.

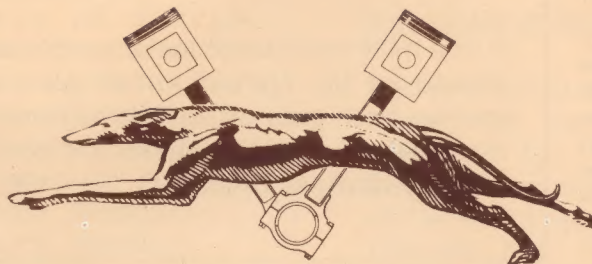
LINCOLN

VOLUME 21 NO. 6

NOVEMBER-DECEMBER 1982



Jesse & Glennys Jordan 1928 Lincoln



The Fork & Blade

(USPS 055-430)
Lincoln Owners' Club Inc.
P.O. BOX 189
Algonquin, Il. 60102

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

THE FORK & BLADE (USPS 055-430) is the official publication of the Lincoln Owners' Club and is published bi-monthly at 821 W. Chicago St. (Box 189), Algonquin, Il. 60102. Second class postage paid at Algonquin, Il. Articles and opinions expressed herein do not necessarily represent the views of the officers, editor, or membership. Every attempt is made to publish accurate and beneficial information; however, no responsibility is assumed by the club for damages incurred or losses sustained as a result of this information. Material submitted for publication should be mailed to:

EDITOR

FORK & BLADE

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Algonquin, Il. 60102

PUBLICATION DEADLINES

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Special Projects

1. 1924-1930 Lincoln Service Bulletins	\$ 30.00
2. 1931-1935 Lincoln Service Bulletins	25.00
3. Index for 1924-1935 Service Bulletin	2.00
4. Authentic Covers for 1924-1935 Lincoln Service Bulletins	5.00
5. L Lincoln Shop Manual	20.00
6. 1931-1938 Chassis Parts Catalog, (on 4 microfiche cards)	5.00
7. 1931-1937 Body Parts List Catalog, (on 8 microfiche cards)	5.00

If you have any questions or problems regarding the club projects please let Mr. Harper know. All L.O.C. reprints are sold on a money-back guarantee. You pay the postage and see that the item in question is returned in the same condition sent. Projects, Lincoln Owners Club, P.O. Box 189, Algonquin, Il. 60102.

CALL TO ORDER

Following dinner the business meeting of the Lincoln Owners' Club was convened by President Dick Chapman at 9:00 p. m. on Friday, October 8, in the Trinidad Room of the Hershey Motor Lodge, PA.

BUSINESS MEETING

A. MINUTES

In the absence of our secretary no minutes were available at this meeting, and recorded minutes will be filed for record.

B. TREASURERS' REPORT

Treasurer Hank Harper reported when all transactions were completed, the treasury balance amounted to \$1,854.19.

C. NEW BUSINESS

PRESIDENT DICK CHAPMAN INTRODUCED GUESTS OF THE LINCOLN OWNERS' CLUB

Gary Hoonsbeen-----	Editor of Curved Dash Olds
Jim Moe-----	Kentucky
Bill & Charlene Taube--	Chattanooga, Tenn.
Jack Knudsen-----	Missouri
John Soneff-----	Denver
Ed Soneff-----	Denver
Mel Flanagan-----	Denver
Mr. Barrett	
Bruce Carmen	

MEMBERS OF THE LINCOLN OWNERS' CLUB RECOGNIZED

Joe Joseph	- 1932 Lincoln
Gene Zimmerman	- Formerly of Harris- burg now residing in Ft. Lauderdale, FL.
Henry Hunt	- Life Membership
Henry Harper	- Life Membership & Treasurer
Morris Kunkle	- Honorary Member
Ray Henry	- Honorary Member



1983 NATIONAL MEET:

No date or activity scheduled at this meeting.

MOVIE "HONKY TONK MAN"

Starring-Clint Eastwood and featuring Tom Powel's 1937 Lincoln Driven in most scenes by Tom.

LARRY CASEY

Commented on Dr. Osborn's Cars.

Also attending was Molari Veniero and his wife Titti from Italy. Molari commented on restoring three Lincolns and will write about them for the Fork & Blade.

We were also glad to have with us our past President - Richard Quick

KALAMAZOO MEET:

Louise Pearson reported that there were 17 cars and 12 states represented by members. Highlights were also mentioned and an enjoyable outing for all who attended. Thanks to Paul and Glenda Van Stratton for a job well done.

continued

Number of members requested parts needed for the Lincolns that may be obtained from other members.

ADJOURNMENT

The meeting was adjourned at 10:15 p.m. A date and place for the 1983 National Meet will be annouced.

Respectfully,

Rose Caldwell
Secretary

19 OFFICERS 83

- | | |
|---------------------|--------------------|
| President | Dick Chapman |
| Vice " | Art Caldwell |
| Treasurer | Hank Harper |
| Editor | Ken Pearson |
| Secretary | Rose Caldwell |
| Technical Advisors: | |
| Ken Pearson | John Setar |
| "L" Models | "KA" & "KB" Models |

MAY, 1925

THE LINCOLN

Pretty Soft for Somebody

WHEN the automobile evolved from a spidery affair on high wheels to a low-hung speedster, folks began to revise their ideas of what constituted comfort. Better springs, pneumatic tires, softer seat cushions and good roads are the results—children, all, of speed.

Gruelling tests of Lincoln cushions taken from regular production are made frequently to insure the maintenance of the proper quality in their construction and durability.

This test consists of dropping a heavy weight, which is approximately a foot in diameter, from a height of two feet, many thousands of times on each end of a cushion. This is done to determine that the quality of everything in them, from the springs to the thread which is used to sew the trim is being maintained.

The least evidence of displacement or reduced buoyancy in the springs or padding, or the slightest sign of depreciation in the duck cloth encasing the padding and springs, or the dulling of the shimmering surface of the broadcloth or velour, means the part or parts affected are below standard and must be rejected. It is a remarkable commentary on the original quality of cushion materials, however, that very few of them show any blemishes of any kind under this gruelling test, which is the equivalent of ten years of actual service in the car.

The same meticulous care is exercised in connection with the selection and application of everything that goes to make up the charming and comfortable interiors of Lincoln cars.

For example, acetated cloth is placed next to the panel below all window openings to prevent any possibility of the absorption of moisture and upon this a layer of water-proof fibre board is imposed. Then the interior walls are prepared for their covering of broadcloth, mohair, velour or leather, as the case may be, by being covered with layers of the very finest quality of wadding. Beside giving a soft, resilient, luxurious feeling to the interior, this prolongs the life of the covering

fabric. All covering materials and fabrics used in this work are of the finest quality obtainable, regardless of whether they are exposed or concealed.

The broadcloth is imported and is made from 100% high-grade wool. As woven this broadcloth averages seventy-two

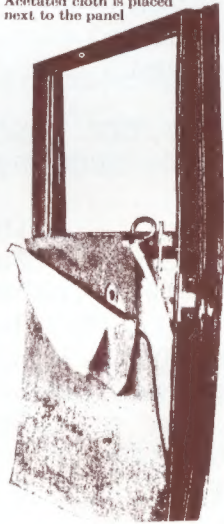
inches wide, but in order to adapt it for the purpose of car trimming it must be shrunk, so that as it is eventually used it is approximately fifty-four inches wide. This shrinking, of course, thickens and toughens the material, greatly increasing the wearing qualities and precluding any possibility of the surface becoming shiny or glossy as is often the case with cheaper grades of material after slight use.

Great care is taken to design and construct the back rests and cushions in such a manner that they will withstand the severe conditions of use and yet retain their luxurious appearance and the qualities that make the Lincoln superlatively comfortable, regardless of how rough the road may be.

The springs used in some of the cushions are similar to those employed by manufacturers of the very finest grades of furniture; while others are equipped with interwoven springs consisting of the two layer hour-glass type. The construction of cushions containing interwoven springs is such that the weight is equally distributed over the entire system of springs regardless of how unevenly it may be placed upon the surface of the cushion. This prevents the cushions sagging and losing their firm, shapely appearance.

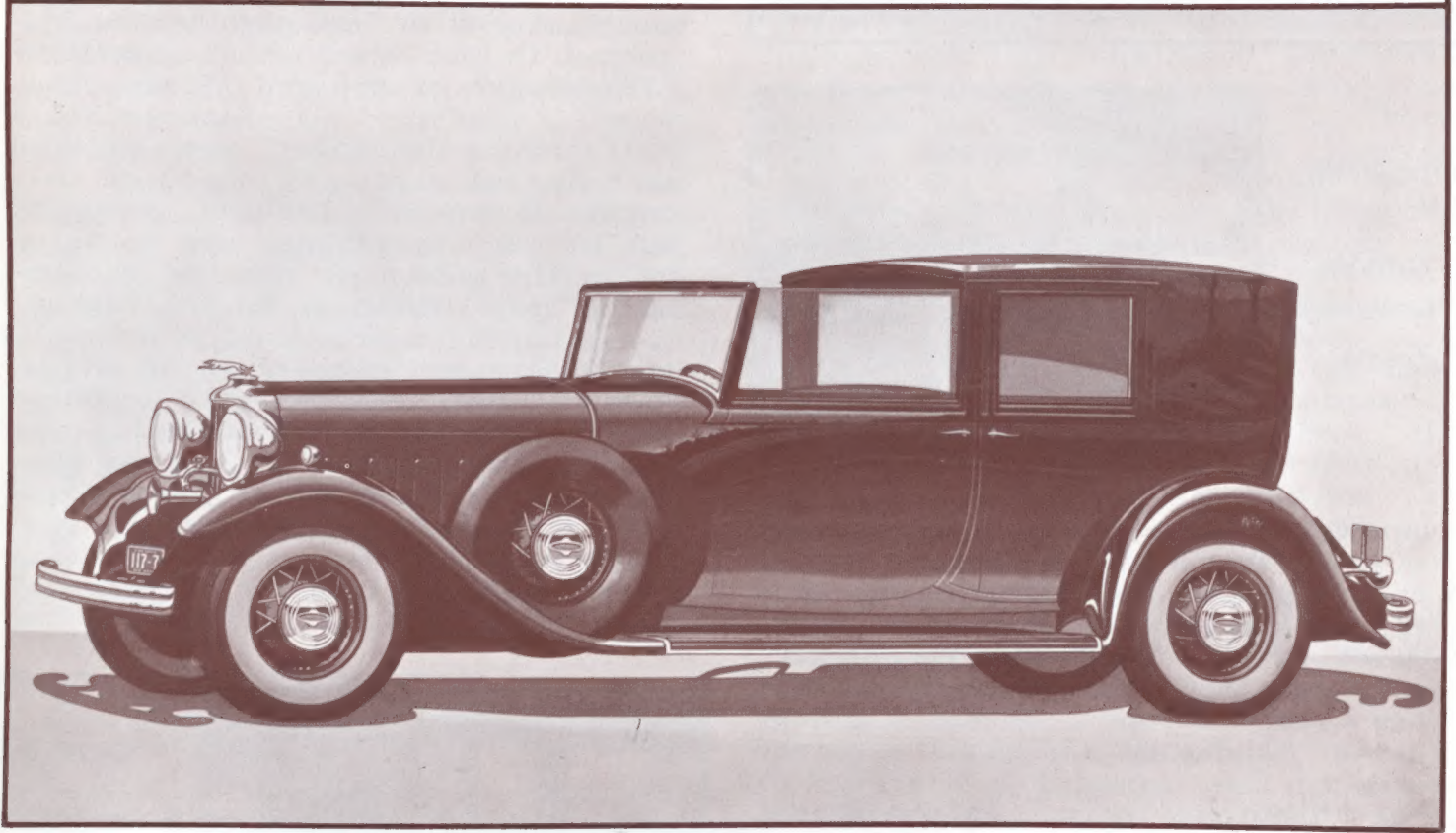
Imported materials, expert workmanship, infinite skill in designing, all play their part in making Lincoln interiors epitomize luxury and comfort. And because he knows that the standard of excellence is not displayed only to the eyes but obtains throughout, the Lincoln owner takes a just pride in the quality of materials that lie hidden beneath the exquisite fabrics that lend both charm and distinction to the trim of his car.

Acetated cloth is placed next to the panel



The Willoughby Story

By James Miles O'Brien

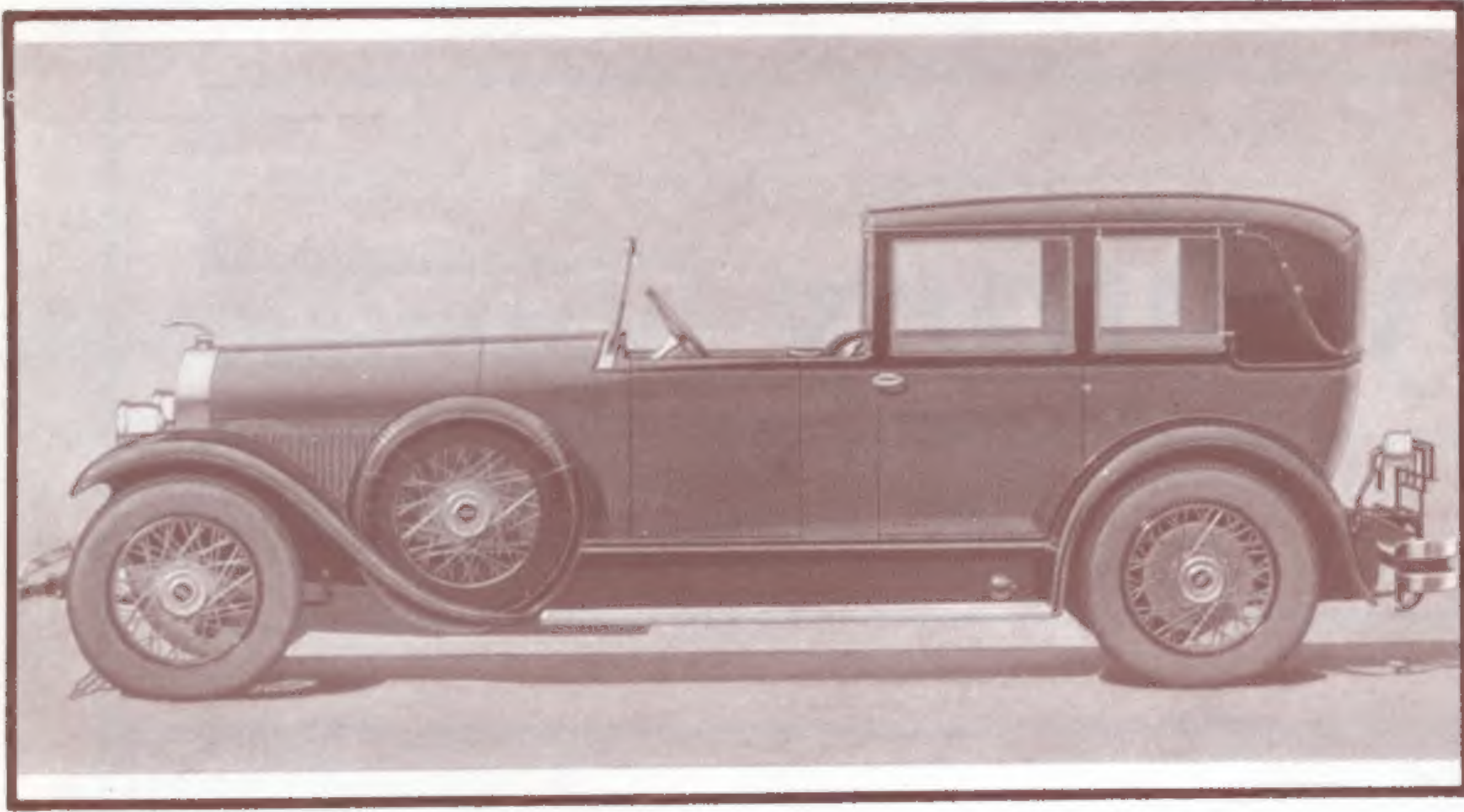


Part II Method Of Construction

The Willoughby Company had a long and well recognized competence in building early horse drawn coaches and eventually automobile bodies. Many of these early automobile bodies were of the closed chauffeur driven type, lending themselves to extensive use of luxurious interiors. With the control of the company by Francis Willoughby, emphasis was placed on design, structural integrity, and luxurious internal and external finishing. By 1926 manufacturing techniques with a special reference to the Lincoln had been standardized. The

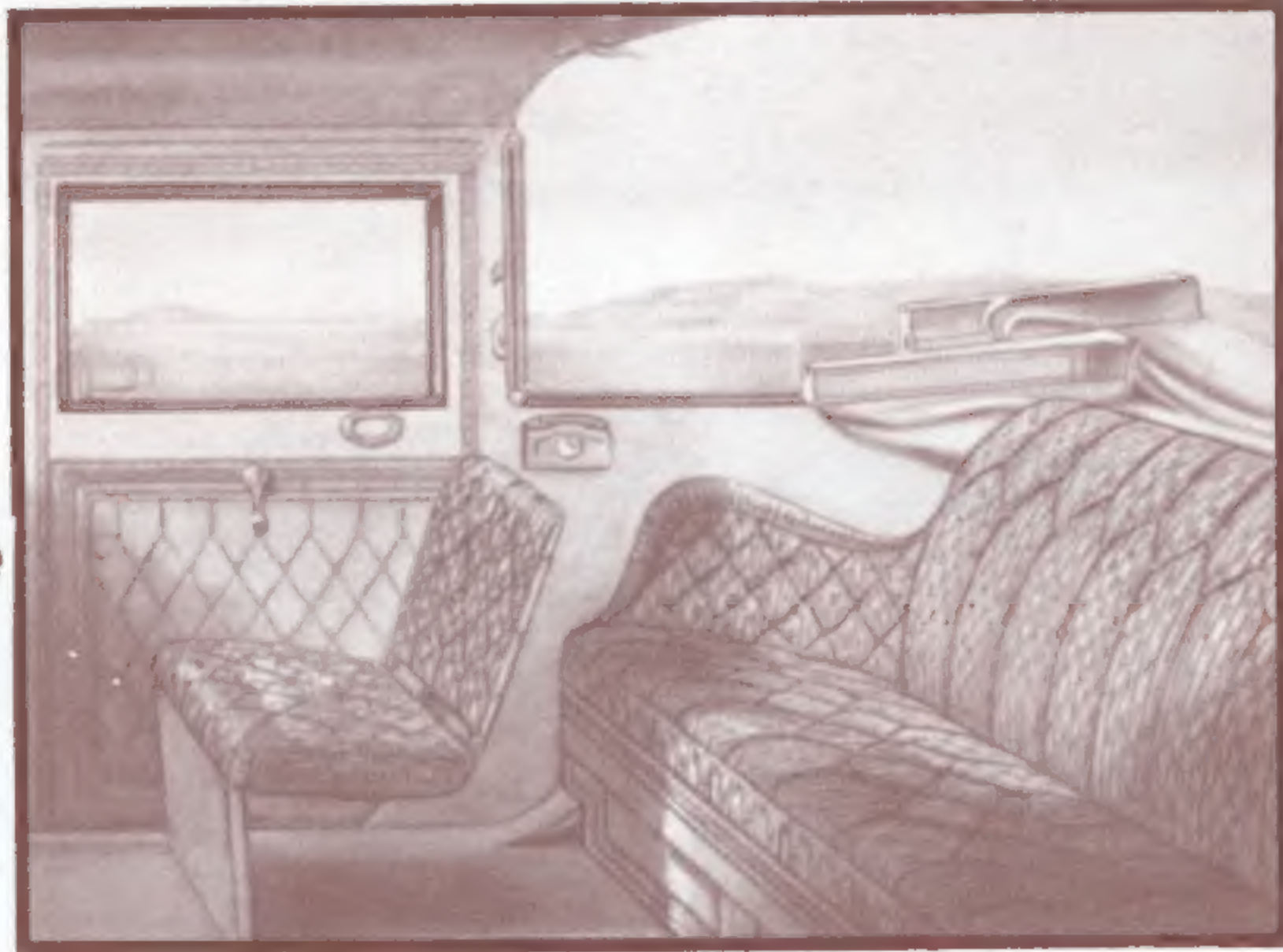
bodies were constructed of hard ash; paneling, windshields castings and body frame castings were of aluminum. The interiors employed the finest broadcloth with silken window shades, biscuit type seats and plush carpeting.

Drawings were submitted to potential purchasers and when assured of a firm order, these drawings were carried out in great detail in collaboration with the manufacturer. Edsel Ford was impressed by the company and its product. Prior to 1924, while mechanically excellent, Lincoln's styling was boxy and



COLONIAL

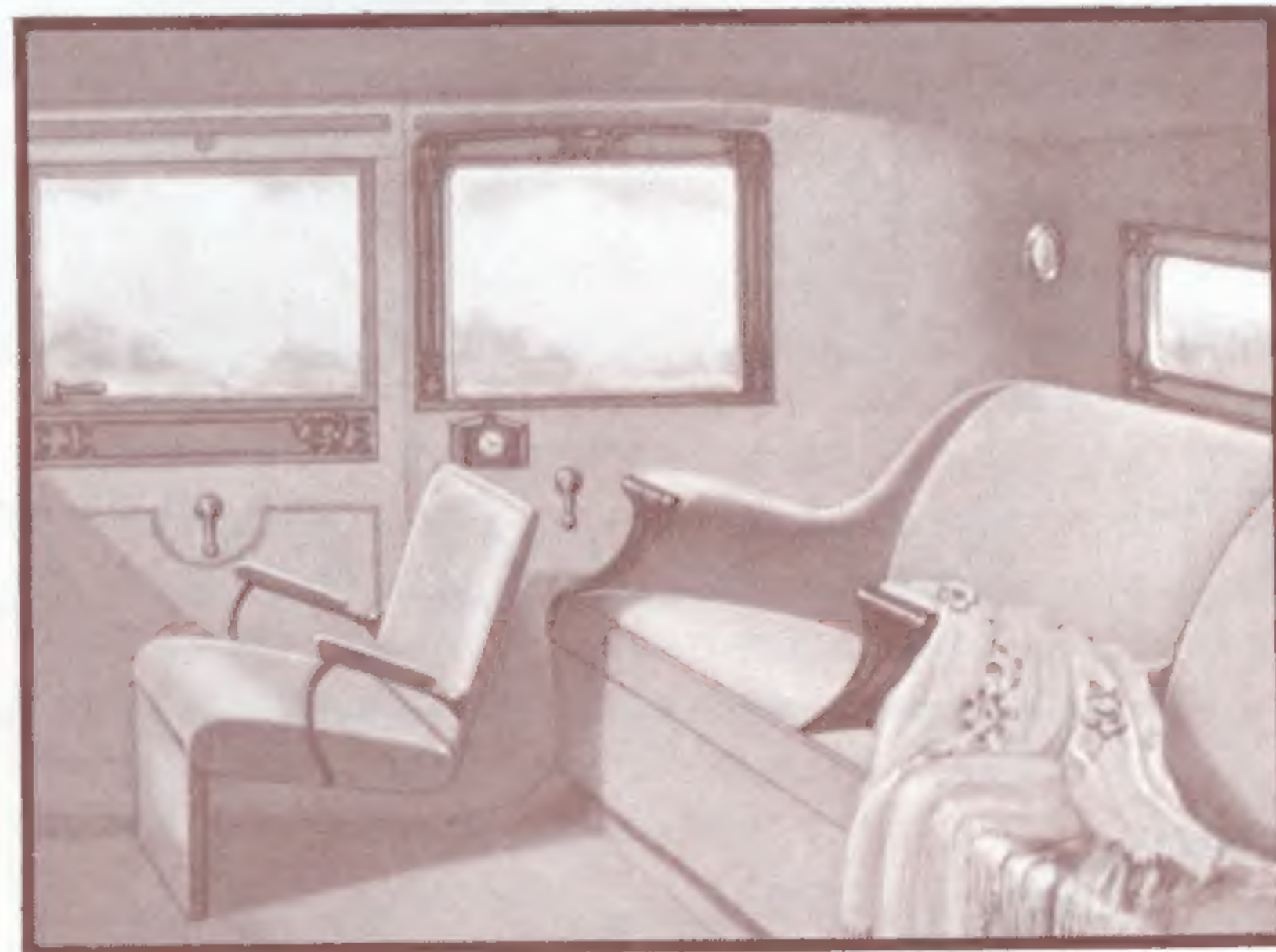
*A Lincoln
Semi-Collapsible
Cabriolet*



unattractive. Edsel Ford sought styling changes from several custom body builders including Brunn, Judkins, Locke, and Willoughby. The first Lincoln with a Willoughby body was exhibited in the 1925 Fall New York Salon. It was a closed drive Landaulet and still retained some of the squared off design of the previous cars. At the behest of Mr. Ford, further changes were made in the design, resulting in the seven passenger Limousine with the "Brewster" windshield. Luxury continued both in the interior and external fittings of the car. One notes, however, no open body styles were offered by Willoughby until 1936. One of the most unique body styles produced by Willoughby was introduced in 1930, the Panel Brougham. It was of stunning design and on the 1937 chassis, reached a peak in the artistic achievements of the company. From the 1932 Lincoln catalog, the Panel Brougham by Willoughby was described as "Preserving the carriage brougham atmosphere a dove-grey doeskin has been used for the interior trim. Panels, hand inlaid with silver and matching the moldings and vanity cases, are

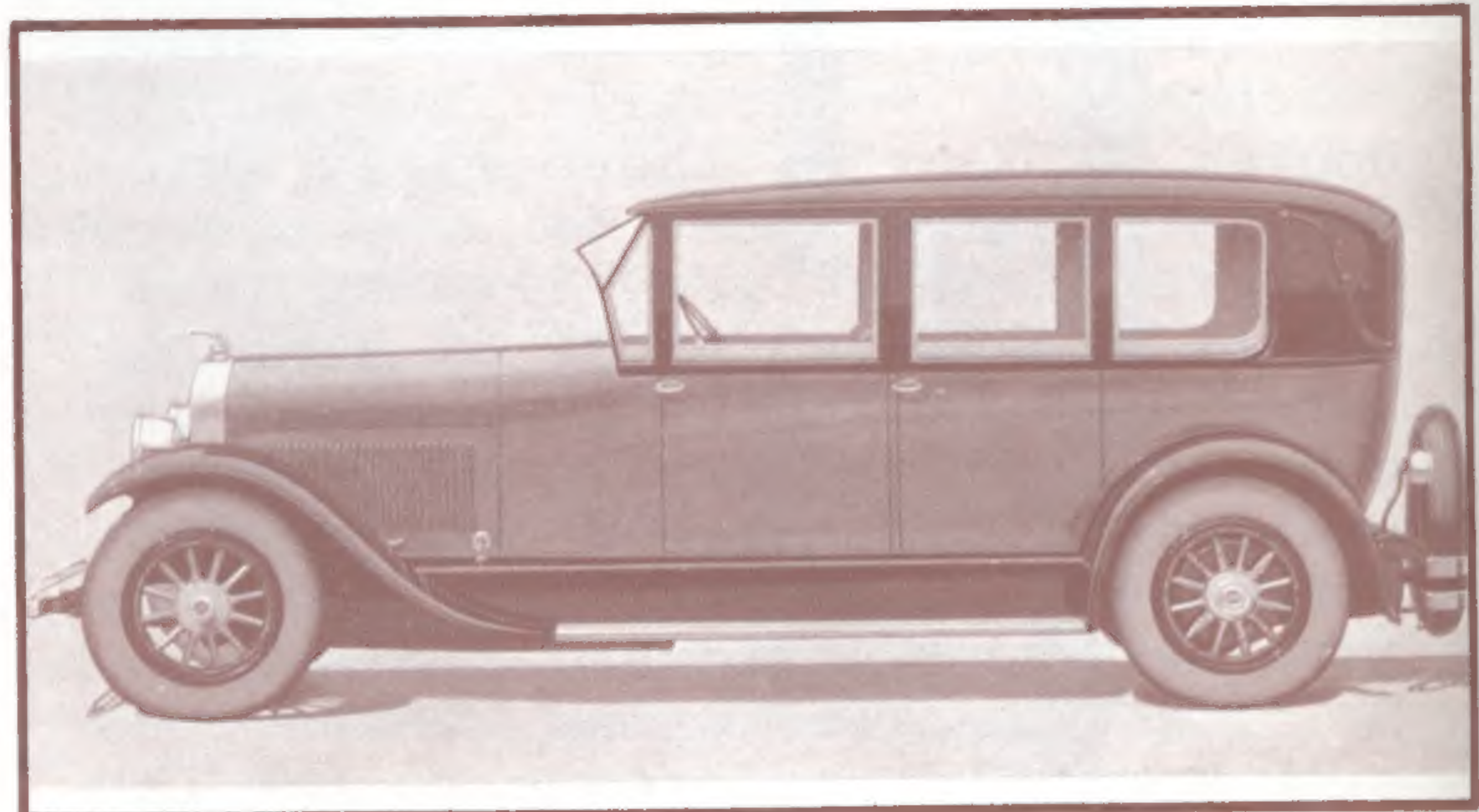
used below the window spaces." The interior of this car was lavish in both front and rear compartments; the chauffeur compartment being done in fitted, hand buffed leather. External hardware was conservative befitting the styling of the entire car. The Panel Brougham represents a pinnacle in American Classic car design, rivaled by few contemporary models.

One of the most intriguing cars manufactured by Willoughby, was presented in the Salon catalog entitled "Travelogue of Art and Transportation", 1926-27. A Lincoln Simi-collapsible Cabriolet was offered in colonial style. "Visions of Colonial Dames and Dandies stepping out of gay carriages are conjured up in the mind of any one who beholds this cabriolet by Willoughby—a car built on true custom principles, presenting and appearance of antique charm. The aristocratic interior is trimmed with broadcloth, by Wiese, woven in the bellflower pattern characteristic of pre-Revolutionary days. The exterior is finished in Phyfe gray and Colonial gray, with striping in Continental blue." A further example of the



GOTHIC

*A Lincoln
Seven - Passenger
Limousine*

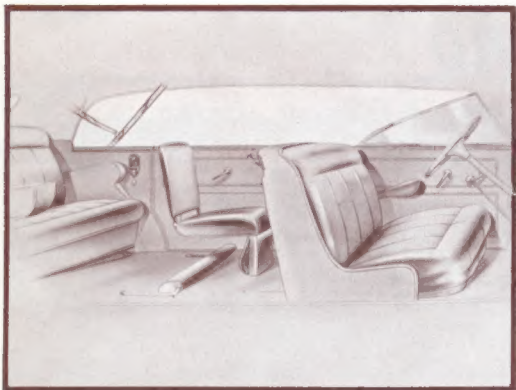


Willoughby design can be seen in the seven passenger Limousine in Gothic style form the Travelogue of Art and Transportation, 1926 - 27. "No car of the superb series more admirable displays the glamour of an Art Period than does this limousine by Willoughby. Riding in this car one has the impression of looking out through cathedral windows, for the interior window garnitures are Gothic in form and hand-carved after the manner of the medieval craftsmen. Authentically Gothic, too, is the impressive broadcloth used for interior trim, and likewise the wondrous Gorham hardware."

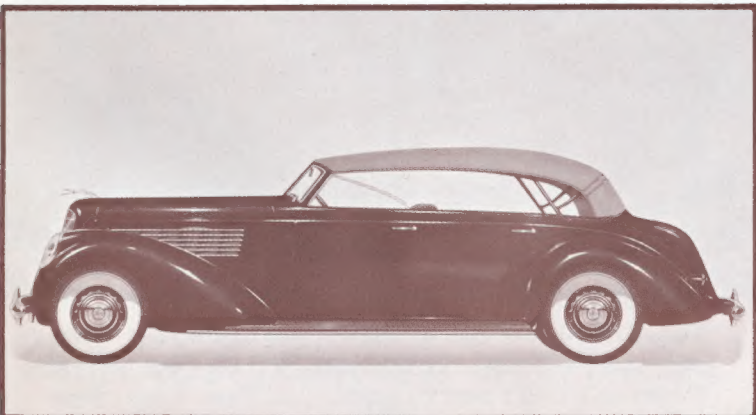
One of the authors all time favorites is the seven passenger touring on the K chassis. I had the opportunity to drive this model on an extensive road trip in the early fifties and was dully impressed with the comfort and handling of this large and magnificent automobile. Its long sweeping lines and balanced curves, leave little to be desired. The fitted and lined tip was something to remember. This was truly a magnificent combination of Willoughby design and the K

Chassis. As described in the 1938 Lincoln Catalog "Something of the freshness of summer skies and the grace of winding open roads is built into this masterful touring car. The top may be lowered and raised with ease. All seats are luxuriously and durable upholstered in finest top grain leather. There are two comfortable auxiliary seats so that seven may ride in comfort. When not in use these extra seats fold forward out of the way. The front seat is equipped with wind deflectors, which lower away into the doors, when not needed. There is an exceptionally large luggage compartment in the rear deck"

It can be seen that Willoughby represented a peak of custom car design and construction. No effort was spared to make these cars safe and beautiful. The interiors were large and roomy, the seats most comfortable, and the appointments were of the highest order. It represents a period in American car history which will never be recovered. However, through the efforts of car lovers and those of us who appreciate such mastery in construction, these cars will remain as a fitting memento of the past.



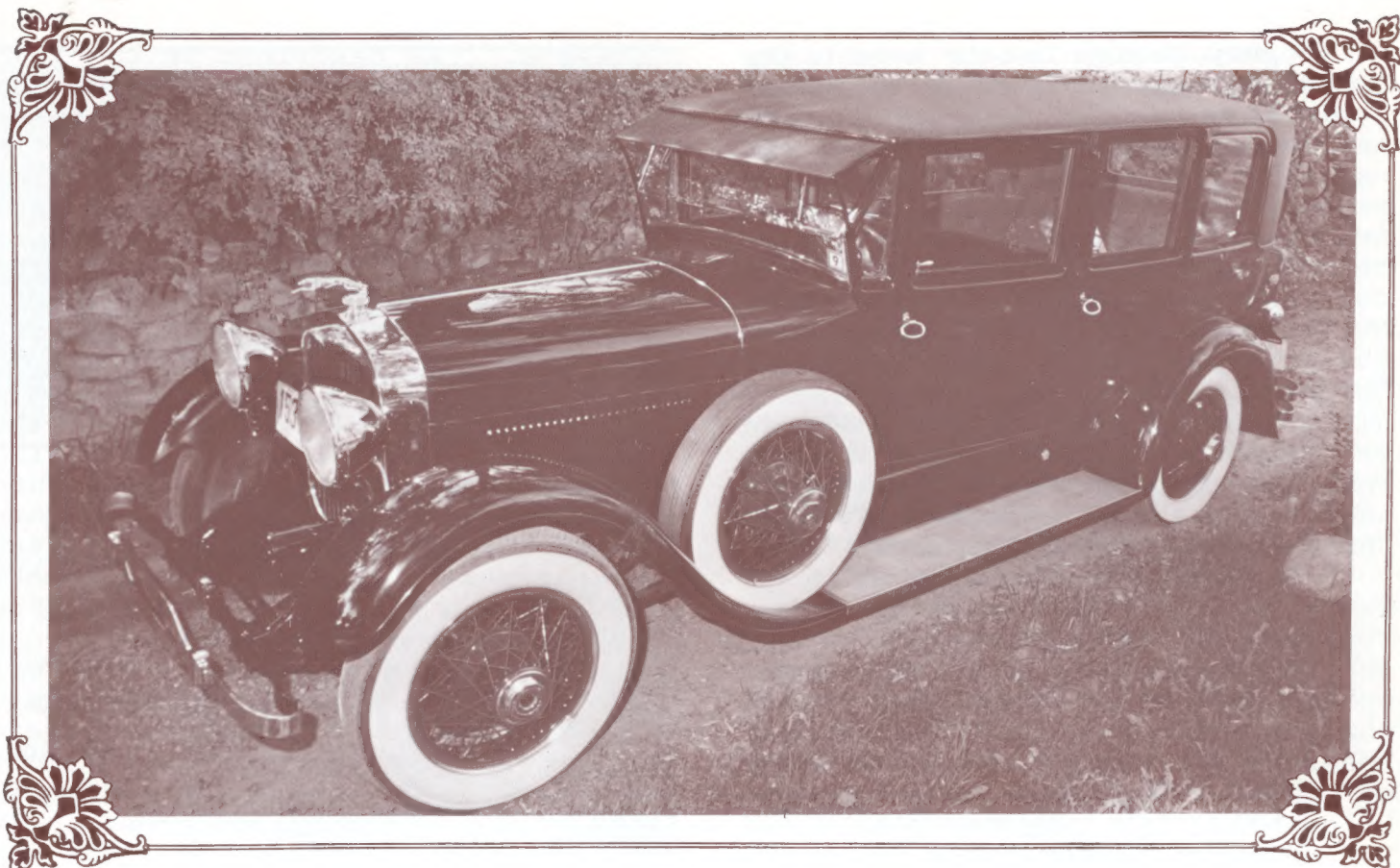
*A Lincoln
Seven-Passenger
Touring
By Willoughby*



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1. Ford Motor Company, LINCOLN BODY TYPES. 1932.
2. Ford Motor Company, LINCOLN, TRAVELOGUE OF ART AND TRANSPORTATION. 1926
3. Lincoln Motor Company, LINCOLN V-12, Designs for 1938.
4. Pfau, Hugo, "Willoughby". CAR AND PARTS., Nov. 1975.
5. Regitko, Martin. "Willoughby". THE CLASSIC. Winter 1961.
6. Personal interviews and recollections of the author.

End of Part II, Part III will be factory production over the years.



Rebirth of a Lincoln Limo

By Jesse & Glennys Jordan

On October 11, 1971, a bright, sunny day in Western Colorado, one hundred miles southwest in the San Juan Mountains. The 1928 Lincoln would finally be ours after waiting ten years for its acquisition.

The car was owned by Jesse's cousins who had not used it in several years. They had purchased the car in the early 1930s from the original owner, Mr. G.A. Franz, Sr. of Ouray, Colorado. Jesse's mother remembers the Lincoln and the crowd that gathered around the huge, beautiful limousine when it made its first appearance in the booming little town, parking in front of the then famous Beaumont Hotel.

Rounding the curve into Placerville, the Lincoln came into view. We were reminded of the many times we had ridden in the car during our high school days in Montrose. We didn't remember the car being so big (136" wheelbase), but had not seen it for several years. Also we had become accustomed to our little Model T Ford which was bought in 1965.

Upon closer inspection we noted that years of being subjected to the elements had taken their toll on the car. Most of the windows had been broken out, allowing the red mountain dirt and rain to enter from all directions. The top was



nearly gone from the numerous snow storms it had endured. One running board had been stolen and was replaced by a roughcut board. The headlights had been modernized with sealed beams, but the originals were stored in the mine tunnel we were told. Getting our flashlights, we climbed the hill to the tunnel, but were unable to find anything that remotely resembled car parts, let alone headlights.

After returning to the car, we noted the speedometer was missing and were told it had been taken out for repairs and stored in the house for safekeeping. The house had burned, destroying the speedometer. The water pump had been removed and left on the running board. We installed the water pump and checked the oil and gas and started our prize, after a spin around the yard we were ready to load it and start home. Jesse drove onto the tilt bed trailer only to find it would not return far enough for it to be secured. Our only alternative was to back the car onto the trailer, which we were successful in doing. Was this an omen of things to come?

Arriving home, the Lincoln once again had to sit outside since our one car garage housed the Model T Ford. We immediately began research on the car and found it to be a Willoughby designed body, Model 160 seven Passenger Limousine with the style setting obtuse angle windshield. Priced at \$6,000.00 and weighing 5380 pounds, the Willoughby Limousine was one of the more popular special order cars. The body tag under the right front seat shows No. 12-216, denoting 12 built by Willoughby, 216 bodies built at the time the tag was placed in the car. 483 Model 160s were produced in 1928, ours bearing serial number 48643.

We joined the Lincoln Owners Club and the Veteran Motor Car Club of America and subscribed to several antique auto publications which allowed us to locate the correct or missing parts which we required. Before we were able to acquire these parts we had the misfortune of a fire in our home, causing the correspondence to be misplaced during the clean up. It was several months before we could again make contact, but fortunately the parts we had located were still available.

Never having restored a car, we were unsure where to begin. We realized that as long as the car had to remain outside we were limited in what we could accomplish. We removed and refinished all the interior wood trim repaired the starter-generator, had new running boards fabricated and purchased six new tires. We also paid for the return of our missing radiator cap which was worthless except as protection for the radiator. (Imagine two Whippet dogs instead of the customary sleek greyhound!.) The cap "mysteriously" disappeared one night when some neighbor boys walked through the yard. It was "Miraculously" found by the same boys at the mention of a reward.



Original Lincoln on Trailer



In the summer of 1975 fellow VMCCA member, Rod Trimble, offered

his garage and assistance on the restoration of the Lincoln. He had restored Model A Fords, so with his help we could begin in earnest. The front fenders were removed and the dents and tears repaired. Then they were sanded, primed, painted black and put into storage. This same procedure was followed with the rear fenders and splash aprons. At no time during the entire restoration was body filler or lead used. The remaining body sections were aluminum. After taking a paint sample for the exact match of the maroon color, the many coats of paint were hand stripped from the aluminum. The doors were repaired, refinished and refitted to the body, as were the cast aluminum window frames and the hood sections. As each part was finished it was carted home to the "Lincoln Room," formerly a spare bedroom. All the plated parts were removed, cleaned, repaired and cataloged before going to the platers.

We then suffered another setback. Jesse spent a month in the hospital and two more recuperating at home, unable to work on the Lincoln. During this time we purchased an original 1928 Model A Ford with 39,000 miles on it that would allow us to take part in the 1976 Glidden Tour at Colorado Springs. It was there we met Tom Powels and Ken Pearson. Ken's two beautiful Lincolns and several others on the tour inspired us to rush home and renew our efforts.

Two months later we were in California. We had noted earlier that Jack Passey listed an original Model 160 in the Lincoln Owners Roster. We had never seen another car like ours and we hoped he could help us with some of the details. He seemed pleased to know we had a Model 160 and commented that ours made the fourth one he knew of. Imagine our surprise in seeing his car with a leather back. Ours had remnants of old top material and rotten canvas tacked on it, evidence of a makeshift repair job of many years ago. Jack left us alone with his car to take pictures of every minute detail. We measured every



New Body Wood

seam inside and out, from top to bottom, made diagrams and sketches. We noticed the instrument panel was graced with engine turning; ours had only a hint of it left which looked more like damage than what it once had been. Jack answered all of our questions and offered his advice freely, for which we are very grateful. He even went to his parts room and provided several small parts we didn't even know we were going to need. He gave us names and address of contacts we would need as our restoration progressed. With a notebook full of good information, several rolls of film to be developed and those Lincoln parts tucked in our suitcase we were filled with knowledge, confidence and enthusiasm we boarded the plane for Grand Junction. We just knew we could restore that Lincoln!

We began by removing the back body skin from the Lincoln. The top and interior were then removed, exposing the badly rotted wood. All the wood above the beltline was replaced with oak. About this time, January 1977, we had a funny experience with the wood. Rod and his wife Carolyn joined us to take a load of parts to Phoenix for plating

leaving their four children home with their sitter. We enjoyed the warm Arizona weather while there and upon return to cold Colorado and the Trimble home were greeted by all five in sleeping bags, huddled around a roaring fire. The sitter announced, "It's about time you got home. The furnace is out and I've burned every stick of wood in the place!" With looks of sheer panic on their faces, Rod and Jesse raced to the garage to see how much of the Lincoln wood had gone up in smoke. Luckily, the sitter hadn't found it.



Refinishing Bottom

The restoration came to a standstill in 1977. We moved to a new residence. Having to carefully transport all the finished Lincoln parts to a new "Lincoln Room." The Trimble family changed residences, losing the work space for the Lincoln. It was moved to our tow car garage where we were barely able to close the door behind it, leaving no work area. Our only alternative was to build a garage if we were to complete the car. In October 1978 we moved the Lincoln into the new garage and were able to make another fresh start.

The woodwork was completed and the doors and window frames were

again refitted before removing the body from the chassis. The body was placed upright on its nose while the bottom was restored.

We talked to Russ Ostrander, a Lincoln owner and member of LOC and VMCCA from South Dakota about his rebuilding the engine and proposed that we take vacation time and help him on it. Could we complete the job in three weeks? His reply was, "Well, if we can't, something is wrong with us!" Plans were made to deliver the engine to him in Scottsbluff, Nebraska the first weekend in November, 1979 in conjunction with a VMCCA meeting.

An engine stand was built to hold and transport the engine. It and the transmission were removed. The front axle, spindles, and king pins were taken to a machine shop for rebuilding. The frame was sand blasted, primed and painted. The springs were removed, 14 broken leaves replaced, brakes relined, any part that would come apart was restored. The front axle assembly was completed and reinstalled on the frame.

All 960 pounds of engine and transmission were loaded into our International Scout for the trip to Scottsbluff where it was turned over to Russ. A storm was threatening as we left for home. Atop Vail Pass we found we were the only vehicle on the highway. I-70 had been closed to traffic due to a major snow storm.

In the three weeks before leaving for our winter vacation to the South (South Dakota, that is) we started work on the ring gear and pinion only to find the spider gears had been welded solid and cold chiseled apart at a later date. We had been told that the old Lincoln had served as the power plant of a saw mill during World War II and here was the proof. Needless to say, we couldn't complete this project before leaving. During this time Russ had torn the engine down, ordered necessary parts and was ready for us to go to work upon arrival at Rapid City.

Not wanting to chance getting caught in another major snow storm, we headed north for Wyoming. About 75 miles from Grand Junction we ran into icy and snow packed roads which continued to within 100 miles of our destination. The temperatures ranged from 37° below zero in Wyoming to 70° above as we reached the banana belt of South Dakota.

Then the fun began. Jesse expected to spend all his time working on the engine while Glennys anticipated a boring three weeks at the motel. But that wasn't to be. The Ostranders and other VMCCA members had different plans. We were included in everything they did, hardly finding time to sleep in that motel room. They stopped by the shop each day to offer their help on the engine or to merely get a progress report. What an opportunity for us to be a part of rebuilding our own engine and to associate with these fine folks!

The engine is a 384 cubic inch 60° fork and blade V8. All the bearings were rebabbited, the crankshaft turned and turned, the engine line bored to .020 under on the mains and .010 under on the rods. The cylinders were bored to .040 over and new pistons, rings, cam rollers, wrist pins and timing chain were installed. The transmission and clutch required only minor attention. It was apparent the engine had run well over 250,000 miles. We knew the car had made seven round trips from Colorado to Florida, had run the sawmill for seven years and in 1946 was put back on the road for another six years. The engine parts were painted, the engine assembled and we did it all within the three weeks! We hated saying goodbyes to our Rapid City friends, but we would be home for Christmas.

After the holidays the engine and transmission were mounted in the frame. The rear end was restored

The wooden body skeleton was then placed on saw horses. The only metal work left undone was the aluminum skin for the entire rear section which had been caved in midway on both corners. After straightening and fitting this to the body, the wood skeleton was painted and the body was replaced on the chassis. All the wiring was replaced, and the new top, including the leather back portion was installed. The radiator was set in place and the hoses connected. The engine could have been started at that time, but we had promised Russ we would give him the honor of turning it over for the first time.

June 1980 brought the Ostranders and contingent from Rapid City to Grand Junction for the starting of the Lincoln engine. It was music to our ears after all those years of silence! We joined the South Dakota group and traveled to Flagstaff, Arizona for the Western National Tour, hoping that we would be driving the Lincoln Next year and giving the Model A a much needed rest.

At that point the restoration was getting exciting. We rolled out the tan bedford cord upholstery fabric to cut the headliner, and laughed about the frustrating two years spent locating this fabric in 64" width. With the headliner in place, we began the Chauffeur's compartment. Rich black leather was used to upholster the seat, door panels, kickpanels with pockets and the dash areas. Bedford cord was used to upholster the entire passenger compartment, including both jumpseats. We were able to utilize the original horsehair for padding in all the seats. Next we fit, bound and installed the wool Wilton carpet and made the assist straps and robe rope. The courtesy lights and all the shiny nickel trim were installed. Finally, the wood trim that was first refinished nearly nine years



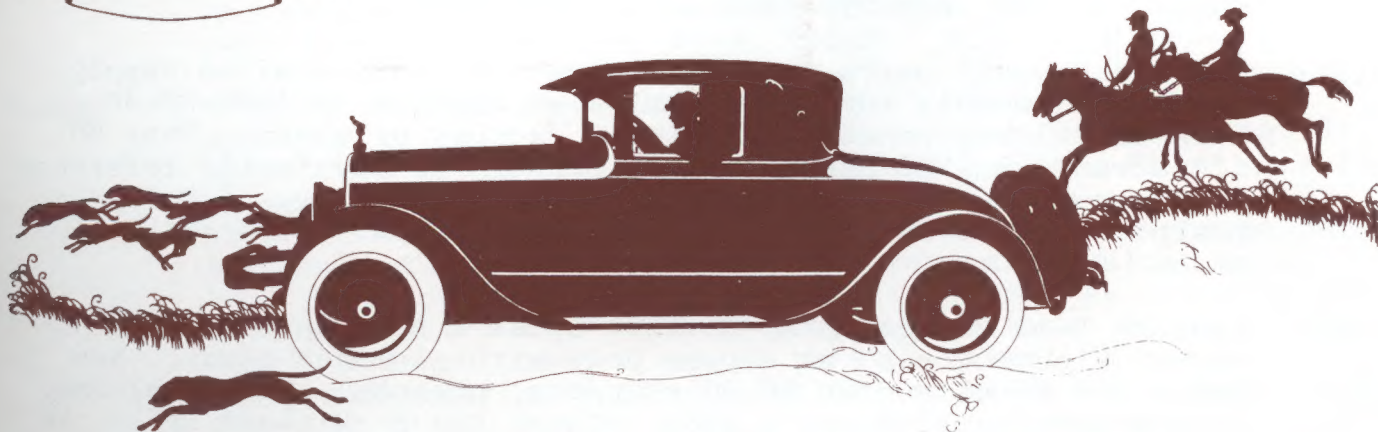
Restored Interior

ago was put into place.

the fenders, running boards, bumpers and trunk rack were attached to the body and frame. The last finished part to be removed from

the "Lincoln Room" was the hood. Closing the door, we realized that it was the death of the "Lincoln Room" but the rebirth of our Lincoln. As the hood was put on and latched in place, we stepped back to admire our accomplishment. The Lincoln was finally a reality.

We had driven the Lincoln 550 miles when we departed Grand Junction for the VMCCA Western National Tour at Fredericksburg, Texas in June 1981 where we received a First Junior award for our restoration efforts. The car performed well through 105° desert temperatures, mountain elevations of 11,018 feet, mud slides and thirteen hours of constant rain as we logged 2,619 miles on this trip. We were honored in 1981 to win the Geraldine and Robert Sprague, Jr. award for best owner-restored car 1913 through 1937 in VMCCA. We are proud when the old Lincoln still draws a crowd when we return to Ouray and park it in front of the old Beaumont Hotel. In fact, it seems to draw a crowd no matter where we go.



LINCOLN

The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

Parts Wanted

- 1929 Wanted for 1929 Limousine 168B. One pair of jump seats and rear seats and rear seat complete. many tasty swap items available to trade, can be shipped to a U.S. address. D.B. Brown 10 Lancaster Gate, London. W2 3LM England.

For Sale

- 1933KA 1933 Lincoln 12 cyl KA Phaeton, dual windshield. Complete restoration, high speed gears. CCCA Senior winner 971/2 points. Beautiful color combination, cream body, brown fenders orange wheels. Might consider a trade plus cash. \$82,500.00. Walter Shearer, 2731 N. Redondo Circle Camarillo, CA 93010. 805-498-0221.
- 1934L 1934 Lincoln Murray V-12 sedan, Sidemounts, wirewheels, trunk-rack, trunk. Also has the rare factory free-wheeling unit and factory power brakes. Wonderful tour car with lots of power and comfort. A sharp classic Lincoln to enjoy as is or a quick and easy high point restoration. Price \$14,500. Phone calls preferred. Harrison P. Bridge, 40 Yarmouth Rd, Chestnut Hill, Mass., 02167. 617-277-2288 or 617-428-6600.
- Catalogue Lincoln Chassis parts catalogue. Now available-limited supply. Covers all models 1931-1937, but also applies to 1938-39-40. A masterful reproduction of a rare factory original. Over 60 illustrations, 239 pages, all in binder, An invaluable reference tool for authentic restorations and parts hunting. \$70.00 postpaid. Harrison P. Bridge, 40 Yarmouth Rd., Chestnut Hill, Mass. 02167
- 1933-1936 Lincoln V-12 Headgaskets, Correct Steel & Asbestos will not cause "Electrolosis" as copper does with aluminum heads. New price \$89.95 pair plus \$6.00 shipping, personal checks welcome, Prices firm until March 1,1983, Thank you ! Michael Lynch, 18 Hastings Ave., Toronto Ontario Canada M4L-2L2 416-466-6775 nites 7 - 11 only.

For Sale Continued....

- KB Series For KB series 4 wheel covers excellent condition.
 L Series Large and small hubcaps for L series. Miles OBrien P.O. BOX 117 Seeley, CA. 92273
- 1938K 1938 K Limousine Model 407B. Metal tire covers, trunk rack, good tail lights, four new lester WW's. Complete car, not running, needs restoraiton \$3,800.00. Joe Hordubay, Box 697, Glencoe, MD. 21152. 301-472-2531.
- 1921-1924 Runningboard N.O.S. or very early take-off, still has paper around aluminun molding under linoleum 11" x 69 - 1/4" \$200.00 Phil Gansz, 909 S. Prospect Ave., Park Ridge, IL 60068. 312-698-3610
- For those who may wish to convert their Model "L" Lincolns to a down draft carburator, the completed castings are now available at \$325.00. Bob Belf, 4805 N. Adams, Bloomfield Hills, MI 48013. 313-647-2131
- 1933KB 1933KB V-12 Lincoln, 2 window Judkins Berline, model 263 A with div. window, dual side mts., telephone-signal, rear quarter lamps, Berline-maid seat, split w/sh. with long cowl. One of only 2 believed to exist, so rare that "50 years of Lin.-Merc." completely omits it and further says for '33 "Dietrich was the only body builder to retain the split w/sh." Believed to have been formerly owned by 1920's movie actress Constance Talmadge. 99.99% complete, \$17,500.00 H. Kaphingst, 5825 Tower Dr., Woodbury, Minn. 55125, tel 612-459-1264.
- 1932-1934 Greyhound for 1932-34 Lincoln, most beautiful, replated, complete with perfect rad. cap, much detail, \$450.00 Satisfaction guar. or full refund. H. Kaphingst, 5825 Tower Dr., Woodbury, Minn 55125
- Parts Used Lincoln parts for sale; 3 prong gas cap insert 8. 2;35 red medal lions, need red paint 25.ea., '35 hub caps 50.ea.'35 grille-shell 150. '35 transmission with f/w 500. '35-40 trunk rack swing arms 225. '37-40 fenders POR front have S/M wells. Would prefer to sell as set but will sell separately. Have many other '37-40 used parts. Lincoln wheel hub-cone wrenches, double hex on large end, 50. single hex on large end 40. All above plus 10% shipping. Above offer and prices good for 60 days only. H. Kaphingst, 5825 Tower Dr. Woodbury, Minn. 55125. 612-459-1264
- Parts Lincoln perfect repro parts for sale: Oil pan drain plug \$12.00. Oil pan cork floats 6. Water pump nut bushing 15. Water pump drain plug 23. Valve cover gaskets 10.pr. Precision cigar lighter phonies 10.ea. Grille medallion chrome mount ring 17. Bumper center bolt long double spikes, chrome 24. ea. Head-stud corrosion cutter for removal of alum. heads 20. '35-40 perfect mint repro medallions 35. ea. Running board flashing felt 10. pr. '35-40 greyhound w/base. chrome, 250 Nobody's repro comes close to this in detail or quality. Full money back guarantee if not satisfied. Manuals: L instr book 25., '32 KB 30. '34-40 K 25. State year. H. Kaphingst, 5825 Tower Dr., Woodbuty, Minn. 55125. 612-459-1264

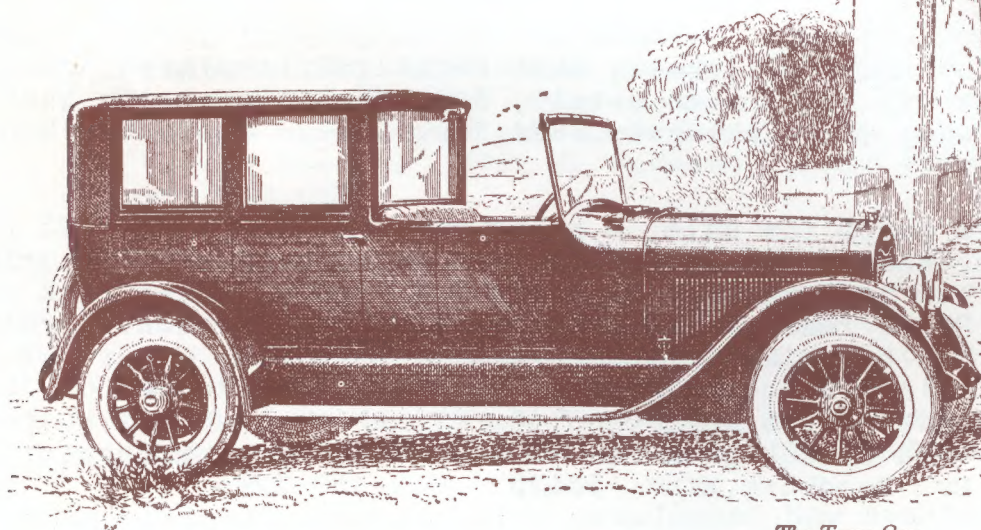
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The respect the Lincoln enjoys among owners of fine cars is based on no single phase of excellence. Impressive as are its several qualities, these alone could not sufficiently account for the universally high estimation in which this car is held.

This esteem goes beyond the technical excellence of the car itself, striking as that excellence is. It is deeper than any appreciation for beauty of line and luxury of appointment could make it.

It goes, in fact, down to the bed rock of unshaken confidence in the organization behind the Lincoln—of firm conviction that the vast resources available for the purpose are sincerely devoted to making and keeping this car the finest it is possible to build.

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The Town Car

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